

**Amendments to the Specification:**

Please amend the specification as follows:

**Page 1, line 13, after "reducing weight", please insert the following new paragraph.**

*an*  
In view of the above Publications, hereinafter is a constitution of members for a vehicle using a tubular members made of aluminum. As is seen in Fig. 18, there are provided a pair of side members C extending in a fore-and-aft direction of the vehicle. The pair of the side members C are spaced apart from each other in a widthwise direction of the vehicle, and are connected with each other via a cross member E. Each of the side members C is fitted with a suspension link bracket D."

Fig. 17 shows an electric resistance weld tube A used for the side member C in Fig. 18. The electric resistance weld tube A is rolled substantially into a coaxial tube, with its mating faces B, B welded together by a resistance heat. For increasing bending rigidity and torsional rigidity of the thus formed vehicular member, a reinforcing plate F is mounted to a connection between the side member C and the cross member E and to a portion for mounting the suspension link bracket D, as is seen in Fig. 18.

**Page 2, please amend the fifth full paragraph as follows.**

*an*  
Fig. 4 is a view taken along lines B-B in Fig. 1, which is a cross section of a mounting portion for mounting a second suspension link bracket 14 to side member 10.

**Page 4, please amend the third full paragraph as follows.**

*(B)*  
An extruded aluminum alloy is cut into a predetermined length, to thereby form straight hollow member 1. The thus obtained straight hollow member 1 has a circular cross section. An inner circle is deviated rightward by  $\alpha$  in Fig. 2, to thereby form an eccentric pipe. Thus, in Fig. 2, a left thickness T2 is greater than a right thickness T1. Moreover, a section modulus is secured that is required for side member 10. Then,

through the hydraulic forming (known), straight hollow member 1 (as a material) is bent, and the cross section of straight hollow member 1 is so swelled radially outwardly as to become rectangular, to thereby form side member 10 that has a partially thick wall portion 10a on its periphery. As is seen in Fig. 3, ~~thick wall portion 10a of side member 10 mounts first suspension link bracket 13~~ first suspension link bracket 13 is mounted to thick wall portion 10a of side member 10. Also, as is seen in Fig. 4, ~~thick wall portion 10a mounts second suspension link bracket 14~~ second suspension link bracket 14 is mounted to thick wall portion 10a. First and second suspension link brackets 13 and 14 work to increase rigidity of the overall vehicular member construction.

**Page 5, after the third full paragraph (ending with "the side member 10."), please insert the following paragraphs.**

Fig. 5 is a schematic showing directions of bend and torsional forces applied to side member 10. X-axis is disposed in a long side direction of side member 10, Y-axis is disposed in a longitudinal direction of side member 10, and Z-axis is disposed in a short side direction of side member 10. RX is a torsional direction around X-axis, RY is a torsional direction around Y-axis, and RZ is a torsional direction around Z-axis.

Fig. 6 is an explanatory perspective view showing improvement in bend rigidity and torsional rigidity attributable to a partially thick wall portion 10a on the periphery of side member 10, in which,

Fig. 6(a) shows thick wall portion 10a on a left side,

Fig. 6(b) shows thick wall portion 10a on an upper side,

Fig. 6(c) shows thick wall portion 10a on a right side, and

Fig. 6(d) shows thick wall portion 10a on both the left and upper sides.

**Please amend the paragraph that bridges page 6 to page 7 as follows.**

According to the second preferred embodiment, like the first preferred embodiment, the hydraulic forming has the following steps: Straight hollow member 7

having the circular cross section is so bent as to correspond to a curved configuration of the side member 20. Then, the thus bent workpiece is pressed by means of the press and the like, to thereby form a substantially rectangular cross section (~~perform~~ preform). Then, the pressed workpiece is loaded into a cavity of upper and lower dies forming a rectangular cross section. Then, the workpiece is to be clamped by means of the upper and lower dies. It is necessary to provide a difference in plate thickness of side member 20. Therefore, as is seen in Fig. 10, when a pressed workpiece 21 is loaded into the cavity of upper and lower dies 22, there is defined a gap 23 between die 22 and workpiece 21. The gap 23 is comparatively large so as to be provided for a ~~thin~~ thick plate. Then, a liquid is injected into pressed workpiece 21 so as to cause a high internal pressure. Then, pressed workpiece 21 on a side of gap 23 becomes greatly swollen so as to form a ~~thin~~ thick wall portion. ~~The opposite side of the thin wall portion~~ A portion other than a thin wall portion is formed with a partially thick wall portion 20a, to thereby form side member 20.

**Please amend the first full paragraph on page 7 as follows.**

~~Thus obtained side member 20 is then mounted on first and second suspension link brackets 13 and 14~~ First and second suspension link brackets 13 and 14 are then mounted on the obtained side member 20, as is seen, respectively, in Fig. 8 and Fig. 9. Thereby, rigidity of the entire vehicular member construction is improved.

**Please amend the paragraph that bridges pages 7-8 as follows.**

An extruded aluminum alloy is cut into a predetermined length, to thereby form straight hollow member 2. Thus obtained straight hollow member 2 has four projections 3. Each of four projections 3 extends along an axial direction of a pipe which has a cross section formed with concentric inner and outer circles. Four projections 3 are disposed circumferentially at regular angular intervals of ninety degrees. Thereby, straight hollow member 2 has partially thick wall portions in the circumferential direction. Moreover, a section modulus is secured that is required for side member 30 after the hydraulic forming. Then, straight hollow member 2 (as a material) is bent through the hydraulic forming in a manner same as the one according to the first preferred embodiment. Then, the cross section of straight hollow member

2 is so swelled radially outwardly as to become rectangular, to thereby form side member 30 having a substantially rectangular cross section. Side member 30 is partially formed with four thick wall portions 30a disposed at substantially equal intervals along the rectangle. As is seen in Fig. 12, ~~thick wall portion 30a of side member 30 mounts first suspension link bracket 13~~ first suspension link bracket 13 is mounted to thick wall portion 30a of side member 30. Also, as is seen in Fig. 13, ~~thick wall portion 30a mounts second suspension link bracket 14~~ second suspension link bracket 14 is mounted to thick wall portion 30a.

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**Please amend the last full paragraph on page 8 as follows.**

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Then, straight hollow member 4 (as a material) is bent through the hydraulic forming in the manner same as the one according to the first preferred embodiment. Then, the cross section of straight hollow member 4 is so swelled radially outwardly as to become rectangular, to thereby form side member 40 that is formed with intersecting portion 5. As is seen in Fig. 15, ~~intersecting portion 5 of side member 40 mounts first suspension link bracket 13~~ first suspension link bracket 13 is mounted to side member 40 including intersecting portion 5. Also, as is seen in Fig. 16, ~~intersecting portion 5 mounts second suspension link bracket 14~~ second suspension link bracket 14 is mounted to side member 40 including intersecting portion 5. Thereby, rigidity of the entire vehicular member construction is improved.

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**On page 8 between lines 31 and 32, insert the following paragraph.**

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As is seen in Fig. 14, straight hollow member 4 is entirely thicker than intersecting portion 5. Likewise, as is seen in Fig. 15 and Fig. 16, side member 40 is partly thicker than intersecting portion 5.

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